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HARRIS SAYS HE LET BERGDOLL OUT

Major-General Tells How He Was Persuaded by 'Pot of Gold' Story.

ANSELL MADE PLEA Says He Was Assured by Slacker's Lawyer That Money Was Hidden.

PUT CASE UP TO MARCH Investigating Body Hears Why There Was So Much Secrecy in Case.

WASHINGTON, May 2.—Major-General Peter C. Harris, Adjutant-General of the army, told a House investigating committee to-day that he alone was responsible for the release under guard of G. C. Bergdoll, convicted draft dodger, to go out secretly and hunt for a pot of buried gold in the mountains of West Virginia.

Bergdoll was permitted to start on the golden chase, but never returned, escaping at Philadelphia, where he had stopped over on his way from Fort Jay to the mountains, to visit his mother, now awaiting sentence for conspiracy to aid him in evading the draft.

It was on the plea of Samuel T. Ansell, formerly acting adjutant-general of the army, Gen. Harris testified, that the prisoner was let out. The General said he had been assured by Mr. Ansell, attorney for Bergdoll, that the story of the hidden treasure was true, and that the slacker would be sent back to Fort Jay as soon as he had climbed the hills for his gold.

In ordinary circumstances, Gen. Harris said, he could have acted on the request himself, but because of the publicity given to the prisoner's escapades he showed the Ansell letter to Gen. March, the chief of staff, "who only glanced at it."

"Gen. March asked me if I knew of any objection to granting the request," the witness testified, "and I replied that Mr. Ansell thought Bergdoll actually had hidden about \$150,000 in gold, and Gen. March said 'Go ahead,' or words to that effect. I did not go to the chief of staff for authority to act. The order was written by my assistant and I approved it."

Former Brig.-Gen. Sherburne of Boston, counsel for the committee and members, wanted to know why the expedition was surrounded with such secrecy and why officers were made to avoid publicity. The General said he assumed, at least, that the prisoner's family was respectable and that he would be humiliated if seen traveling under military guard.

"I wanted to spare the feelings of the prisoner and his family," Gen. Harris testified, "and I sympathized a year ago for this draft evader?" asked Mr. Sherburne.

"There was no sympathy for him. I believed he was entitled to the same consideration as other prisoners."

"Then there was no suggestion as to why the authorities were directed to avoid publicity except to spare the feelings of the Bergdoll family?" chairman Peters asked.

The General replied that if the newspapers had got hold of the facts they would have given the trip considerable publicity.

The name of John W. Westcott of New Jersey, described as the man who had placed Woodrow Wilson in nomination at the Baltimore and St. Louis conventions, was brought into the hearing as one of Bergdoll's lawyers. Reference to Mr. Westcott's part in the case was made by Representative Johnson, Democrat (Ky.), while conducting the examination. Gen. Harris testified that when Mr. Ansell first urged him to permit the release of Bergdoll he stated that he had discussed the story of the gold with D. Clarence Giboney, now dead, and Mr. Westcott, the other attorneys, and that they believed it.

"Previous to Bergdoll's escape and while the lawyers were preparing to appeal from the five year sentence," Gen. Harris testified, "Mr. Ansell told me the Secretary of War would remember Mr. Westcott as he had nominated President Wilson. This was done, I suppose, merely to show his prominence as an attorney. I did not see Westcott. I did see correspondence between the Secretary and Westcott relating to the latter's call in reference to the appeal. After Bergdoll's escape I heard that about a month before Westcott had seen the Secretary in connection with the appeal."

"Was Mr. Westcott to see the Secretary to determine what answer the army would make?" Mr. Johnson asked. "He wanted the Secretary to give the case his personal consideration."

Gen. Harris declared his first information that Bergdoll had eluded his guards was obtained from Mr. Ansell. The facts, he said, were laid before Secretary Baker, who had not known previously of the release orders.

"Mr. Ansell came to see me and asked to see the Secretary, but the Secretary said it was not necessary, that he did not want to see him, but to tell Mr. Ansell to get the prisoner and return him to Fort Jay, as he had promised."

HOOVER ARBITRATION OFFER REJECTED BY SHIPOWNERS

Continued from First Page.

will be substituted promptly. Extra guards have been posted around the Bayonne refinery.

Secretary Hoover's suggestion of an arbitration commission did not reach the officers of the marine unions in New York. They assumed that he wished first to find out the feeling of the owners. Informally, the union heads say they would probably welcome arbitration made under such auspices.

The resolutions unanimously adopted at 11 Broadway last evening by the American Steamship Owners do not include a flat refusal to arbitrate, but when the vice-president and general manager of the association, Winthrop L. Marvin, was asked if they meant that the owners would not accept arbitration he said "Yes."

The resolutions summarize the negotiations among the American Steamship Owners Association, the Pacific American Steamship Association, the Ship Owners of the Pacific Coast, the Shipping Board and the marine unions beginning April 12. They say the engineers refused to discuss any modification of the wage scale and that the firemen, sailors, cooks and stewards refused to discuss either wage scale or working rules until they received satisfactory assurance on six points, including abolition of the Sea Service Bureau of the Shipping Board, enforcement of the Fair Labor act, and preference for union members.

The associations stated their position on these points, the resolutions say, but the conditions imposed by the unions prevented any discussion of wages or working rules, and the negotiations ended on April 21. The resolutions include the letter sent by President Harding to Admiral Benson on March 11 relating to the dispute, and requesting the Shipping Board chairman to function as though the Board were fully organized and to "assert your full authority under the law."

"In view of the above letter," the resolutions continue, "the above associations have regarded and still regard Admiral W. S. Benson as the representative of the Government of the United States charged with the responsibility of administering the affairs of the United States Shipping Board." Therefore, when Admiral Benson invited the owners' associations to the marine conference of April 24 in Washington they regarded it as coming from "the final authority in such matters," and adopted the wage scale and working rules announced by the Shipping Board.

"These wage scales and working rules," the owners say in yesterday's resolutions, "are the maximum on which the owners can hope to operate their ships. The owners are convinced that there is no authority more competent than themselves to determine the maximum wage scale and working rules on which they can operate their vessels."

Then follows the clause of the resolution quoted at the beginning of this story.

Admiral Benson said in Washington yesterday that the conditions fully justify the wage cut and changes in working conditions, and that the "arbitrary success" which the Shipping Board has met in its efforts to keep the ships in operation indicates that the men on the ships agree with the position of the board. Admiral Benson made his statement after talking with Secretaries Hoover and Davis. He said he was willing to meet and talk with the union heads, but not to negotiate on the question of wage reduction. The only word from the White House was an unofficial statement that the matter was understood to be in the hands of Secretaries Davis and Hoover.

The only deep sea vessels leaving New York yesterday were the City of St. Louis, for Savannah, and the Aetna, a Standard Oil tanker, for Beaumont, Tex. It is understood that their crews had been signed before the strike was called. American vessels scheduled to sail to-day are the Mattole, for Baton Rouge; the Mohawk, for Jacksonville; the Munro, for the West Indies, and the Munro, for Cuba, both of the Munson line; the Potomac and the Old North State, and the Sixaola, a United Fruit boat, going to the West Indies.

Among the ships scheduled to sail to-morrow are the Montauk and the Callao. Attempts to sign full crews for these will be made to-day. The five ships of the Polish-American Navigation Company were declared immune from the strike yesterday by Thomas H. Healey, chairman of the Atlantic and Gulf Conference of the Marine Engineers Beneficial Association. He said that this company and two small ones in Norfolk, Va., whose names he did not recall, had agreed to pay their men the old wages and would not be molested.

The crew of the Old North State is said to have signed before the strike, with the exception of the engineers. Officers of the engineers' union said their men would not sign.

The owners, however, asked the Shipping Commissioner to have a deputy aboard to witness the signing, as required by law. The Potomac was quarantined after docking a fortnight ago, so her crew was all aboard. Several engineers who eluded the guards brought word to union headquarters that the engineers would "resign" and tie up the vessel. Seamen, of whom there is a great supply, were said yesterday to have signed on the Sixaola, but there was doubt about the engineers. At the Shipping Commissioner's office yesterday it was said that no request for a deputy to witness the signing aboard the Potomac had been received.

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As one of the reasons compelling a re-

duction of wages to meet foreign competition and methods, Mr. Marvin, general manager of the American Steamship Owners Association, said that discrimination against American cargoes by the English was a very serious matter. He said, for example, that spinners and cotton manufacturers of Lancashire have declined to accept cotton from Galveston unless it was carried in British ships and under British insurance.

He estimated that the payroll for an 8,800-ton American ship is between \$10,000 and \$15,000 a year more than for a British ship. Mr. Marvin also said he wouldn't be surprised if the unions exempted mail ships from the strike order and continued to operate them without question.

Foreign ships have to meet American conditions when signing crews in American ports. Union heads said yesterday they had already tied up one British ship in this harbor when it sought to get a crew at the reduced wages. Marine delegates figured last night that forty-five out of 210 ships in this port had been stalled by the strike.

The American Steamship Owners went on record as contradicting the union assertion that the trouble is a lockout; a strike, they said it.

Despatches to THE NEW YORK HERALD yesterday from the important Atlantic coast ports indicated that the marine strike had begun to gather force and that the situation was serious. Charleston, S. C., Boston and New Orleans reported that shipping was being tied up rapidly and that by to-day the congestion probably would reach the critical stage. Ship operators were optimistic everywhere.

From Portland, Ore., came the news that thus far only four vessels had been affected. She is due to leave Heraldo, the Board's fleet. Seattle reported 2,000 men out. There were non-union substitutes for all.

None of the cities reported disorder. Little progress was made by the strike leaders in Baltimore, Philadelphia and Savannah. At the latter port only one ship with a crew on board was at the docks. She is due to leave within a few days, but there was no hint that her men would quit. Officials of the marine workers' unions in Philadelphia were reported as claiming that sixty steamships in port yesterday were being swept clean of their crews and that by this morning there would be a complete tieup of all foreign and coastwise shipping. At the same time ship operators were claiming that the situation would not become serious. The unions claimed that 2,700 men were on strike in Philadelphia.

About 3,000 men had quit ships in Baltimore since Saturday night. It was said that the first test of strength would be delayed until to-day, when the Shipping Board will try to sign a crew for the steamship Wildwood. Officials of the board said they would have little difficulty in getting the men, but the union leaders said none of the marine engineers in port would agree to the wage cut, and therefore would not sign.

There were 300 men out in Charleston, despatches said. So far as could be learned the strikers were without crews, being obeyed by every ship worker in the Charleston district.

The strike spread rapidly in New Orleans according to the reports, and at nightfall ten vessels were without crews. The operating department of the Shipping Board there announced that no Government vessels would be held up, since there would be no difficulty in finding men glad to work for the reduced wages. Crawford H. Ellis, vice-president of the United Fruit Company, gave notice that the planters of the strikers be filled by non-union men as quickly as they were left vacant and that the steamship Parimonia would leave to-morrow according to schedule.

Only one ship, the Bayona, cleared from New Orleans yesterday. In order to evade the strike issue her owners, the New Orleans-Bluefields Company, changed her registry from American to Nicaraguan.

In Boston it was reported that 4,000 men were out of work and that a dozen ships were idle.

The messages from San Francisco, the last of the big Pacific ports to be heard from, said that fourteen vessels, engaged in all trades, were deserted by their crews by 6 o'clock last night and that no ship left with a crew signed on the reduced wage scale. It was estimated that 1,000 men had quit work.

SMITH COLLEGE GIRL TAKES HER OWN LIFE

Daughter of Darragh Delaney Feared She Had Not 'Been Credit.'

BODY FOUND IN BRIDGE Standing in Studies Was Average and She Was in Good Health.

Special Despatch to THE NEW YORK HERALD NORTHAMPTON, Mass., May 2.—Discouraged because she feared she had not been the success and credit to her parents she had hoped to be, Harriet A. Delaney of Waterbury, Conn., a Smith College sophomore, hanged herself to-day from the iron railing at one end of the old Hoe company dam at the lower end of Paradise Pond.

Her body was found by two Smith College students, accompanied by a Dartmouth student. A note left by her read: "You will find my body at the end of a rope at the old mill."

The message, left in the girl's diary, was not found, however, until after the discovery of the body.

Miss Delaney was the daughter of the Harriet Delaney, chairman of the Bureau of Industrial Relations of the United States Shipping Board. Her act was a puzzle to everyone at the college, but the finding of the note, as she stood quite well in her studies, seemed in excellent spirits and enjoyed good health.

Miss Louise Alone and Miss Helen Steadlin, both rooming in the Delaney house, and John Loch of Dartmouth College were strolling along the pond when they found the body, which hung about twelve feet below the railing, the feet just clearing the water. On top of the dam were the girl's watch, several articles of jewelry and a pair of tortoise rimmed spectacles.

Miss Delaney had attended St. Margaret's School in Waterbury, and the Rosemary School in Greenwich. She was popular with Smith students, active in college affairs and to all appearances had no reason for ending her life. Miss Ada Comstock, dean of the college, said she knew of no reason why the girl should wish to end her life. While not classed among the best students, she was in no danger of being dropped, Miss Comstock said.

EGGS BLAMED FOR SUICIDE OF STUDENT

Barton Fay, Harvard Freshman, Uses Gas in His Home.

Special Despatch to THE NEW YORK HERALD CAMBRIDGE, Mass., May 2.—Because any edible which had eggs in it nauseated him, Barton Fay, 18, a Harvard freshman, committed suicide in his home in Worcester early yesterday morning. The young man suffered from his malady until it so preyed upon his mind as to make him mentally unbalanced.

His father, Albert E. Fay, a patent lawyer, was at Harvard to-day collecting his son's belongings at his suite in Standish Hall.

The lad could not eat candy, ice cream, cake or anything that contained eggs, he said. "You can understand how embarrassing such a situation was to the sensitive boy when I explain that once a substance touched his mouth he became nauseated and the effects often showed on his skin. He could not explain to his classmates why he was forced to leave the table so often, and that evidently burned in his mind."

"I kept the fact of his peculiar illness from his mother and had him treated by two specialists. Recently he seemed to be improving."

"He was in excellent spirits early Sunday morning and made fun with his sister, who had come from a dance. Less than eight hours later we found him dead."

MAN KILLED BY CAR; TRUCK KILLS A BOY

Street Cleaner Knocked Down by Skidding Automobile in Southern Boulevard.

THREE HURT IN A CRASH One Machine Overturns and Woman Passing By Is Severely Injured.

Automobiles caused the death yesterday of a man and a boy and the injury of several other persons.

Antonio Valentine, a street cleaner, was knocked against the curb by a skidding automobile while he was flushing the street in front of 1547 Southern Boulevard. He was dead before he could be taken to Lincoln Hospital.

Milton Slickin, 6, of 212 Madison street, was killed by a truck in the afternoon as he was returning from school. According to Morris Bass of 122 Pitt street, the driver, the boy suddenly darted in front of the truck. Bass was arrested by Patrolman Edward Sullivan on a technical charge of homicide, although he said he was driving at a moderate rate.

Bernard Childs, of 205 Greenwich street, and James Cook, of 111 Bedford street, were cut and shaken up when the taxi cab in which they were riding was struck and overturned on Varick street, by an automobile driven by Vincent Pellegrino, of 22 Bedford street. Miss Dorothy Hurley, of 530 Tenth avenue, a passerby, was knocked down. It is feared her hip was fractured. All three were taken to St. Vincent's Hospital.

TWO HELD FOR ROBBING F. R. COUDERT'S HOME

Prisoners Arrested With Boot Laden With Loot.

George Schultz and William Wolinsky were held without bail to Minedola yesterday for action of the Nassau County Grand Jury, charged with having robbed the summer home of Frederic R. Coudert in Oyster Bay. They were arrested early Saturday morning while putting into Oyster Bay in a rowboat heavily loaded, the authorities allege, with rugs, clocks, silverware and other furnishings from the Coudert home, across Oyster Bay harbor, about three miles from the village.

The summer home of F. R. Whitney, near that of Mr. Coudert, also has been looted recently, and, according to the authorities who have been investigating the case, Schultz had been a janitor at one time in the Whitney home. Entrance to the Coudert home was made through a rear door, it was said. Mr. Coudert estimated the loss at \$1,000, much of what had been removed having been recovered later. No trace of the property removed from the Whitney home has been reported.

INCOME RULING STANDS.

Credit on Premium of Insurance Pays No Tax.

WASHINGTON, May 2.—The Supreme Court refused to-day to review decisions of New York courts holding that dividends applied as credits toward insurance premiums were not income.

Internal revenue officials appealed from the decree below, which was in favor of the New York Life Insurance Company.

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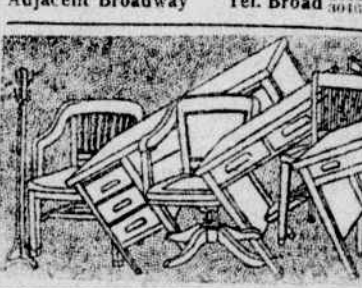
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